

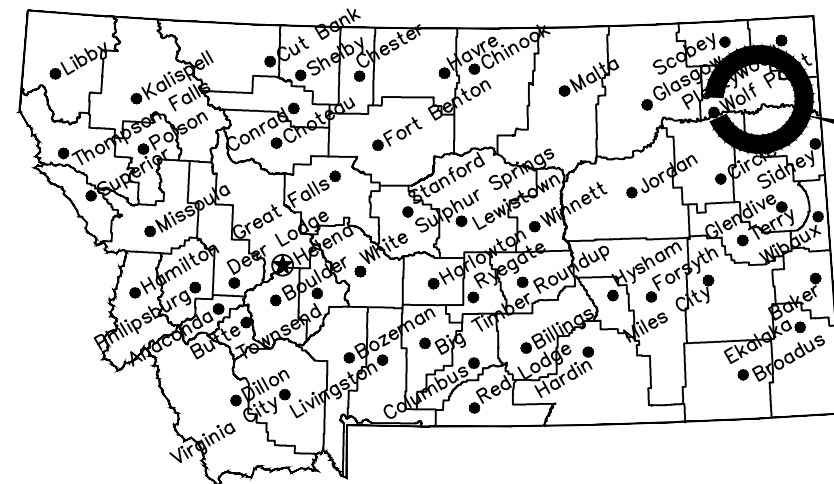
# MONTANA FISH, WILDLIFE & PARKS

# REDWATER RIVER

# FISH PASSAGE IMPROVEMENTS

MCCONE COUNTY, MONTANA

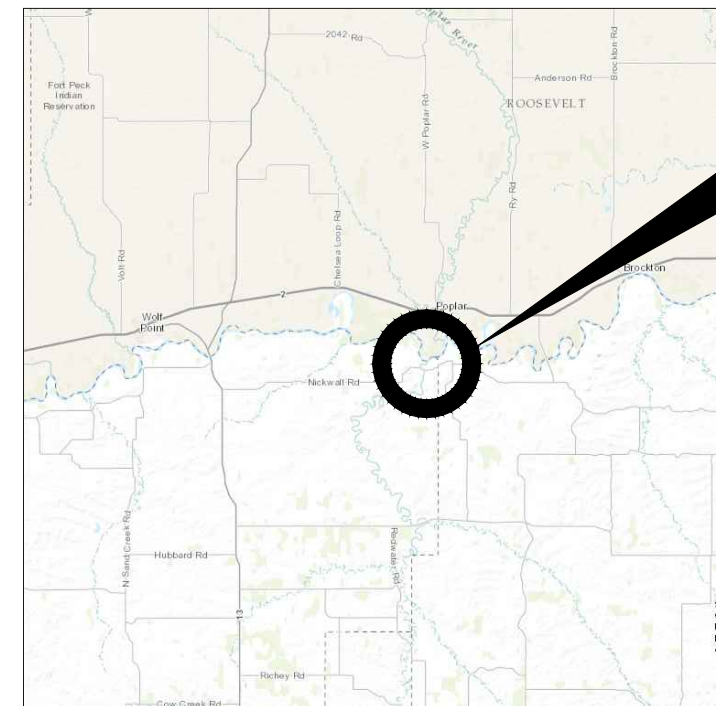
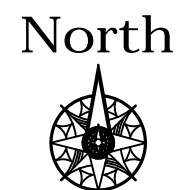
FWP #7163601



Project Location

Location Map

No Scale



Project Location

Vicinity Map

No Scale

MONTANA FISH, WILDLIFE AND PARKS  
DESIGN AND CONSTRUCTION

MAILING ADDRESS: PO BOX 200701  
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HELENA, MT 59601

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4	OVERALL SITE PLAN		

J. Senn 5/16/16  
DRAWN BY: DATE:  
T. Monroe 5/16/16  
CHECKED BY: DATE:

APPROVED BY: DATE:  
APPROVED BY: DATE:

APPROVED BY: DATE:  
APPROVED BY: DATE:



**Montana Fish,  
Wildlife & Parks**

TITLE SHEET  
NICKWALL CROSSING NEAR WOLF POINT, MT

SHEET: 1 of 10



J. Senn	5/16/16
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**Montana Fish & Wildlife**

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# VICINITY MAP

## NICKWALL CROSSING NEAR WOLF POINT, MT

SHEET: 2 of 10



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**Montana Fish,  
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# DEMOLITION PLAN

## NICKWALL CROSSING NEAR WOLF POINT, MT

SHEET: 3 of 10



LEGEND

EXISTING FEATURES

CONTROL POINT

EDGE OF ROAD

EDGE OF WATER

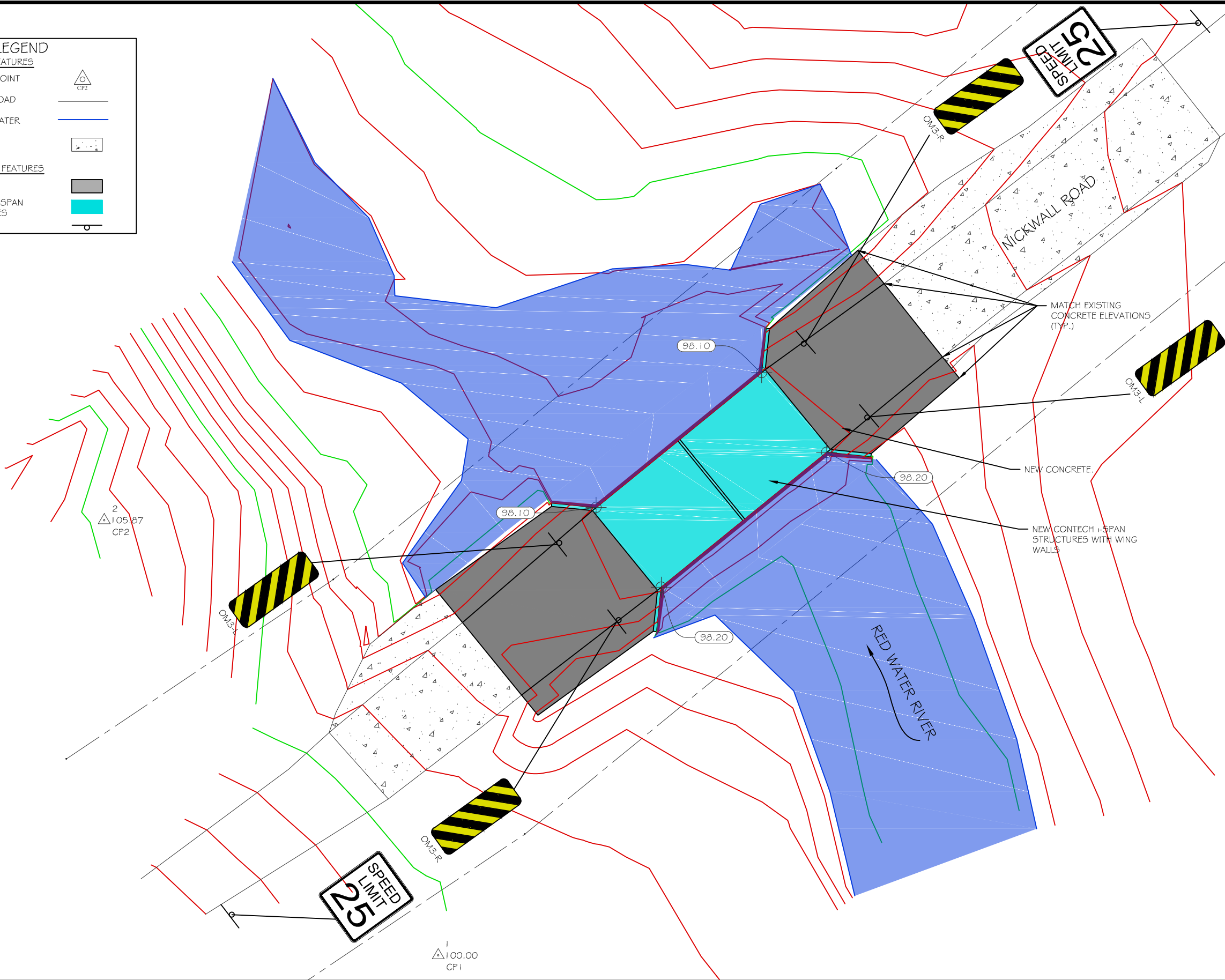
CONCRETE

PROPOSED FEATURES

CONCRETE

CONTECH i-SPAN STRUCTURES

SIGN



- NOTE:
1. ALL WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH "MONTANA PUBLIC WORKS STANDARD SPECIFICATIONS" (SIXTH EDITION) AND ALL ADDENDUMS, AND THE PROJECT SPECIFICATIONS.
  2. BEFORE DIGGING, CALL 1-800-424-5555 FOR A LOCATE OF EXISTING UTILITIES. UTILITIES SHOWN ARE FROM EXISTING RECORDS AND MAY NOT BE ACCURATE OR COMPLETE
  3. 25 MPH SIGNS LOCATIONS ON THIS SHEET DO NOT REPRESENT ACTUAL LOCATION. ACTUAL LOCATION WILL BE STAKED IN THE FIELD PRIOR TO CONSTRUCTION.
  4. NEW CONCRETE ROAD MUST BE ANCHORED TO EXISTING CONCRETE WITH #4 BAR, DRILLED AND EPOXIED AT 12" O.C. AND MIN. 12" INTO EXISTING ROADWAY. SEE SHEET 6 FOR DETAILS

CONTROL POINT TABLE				
Point #	Elevation	Northing	Easting	Description
1	100.00	5000.00	10000.00	CP1
2	105.87	5084.54	9935.10	CP2
3	100.62	5161.07	10176.70	CP3



Scale:



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T. Monroe  
CHECKED BY: DATE: 5/16/16

REVISED BY: DATE:  
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APPROVED BY: DATE:



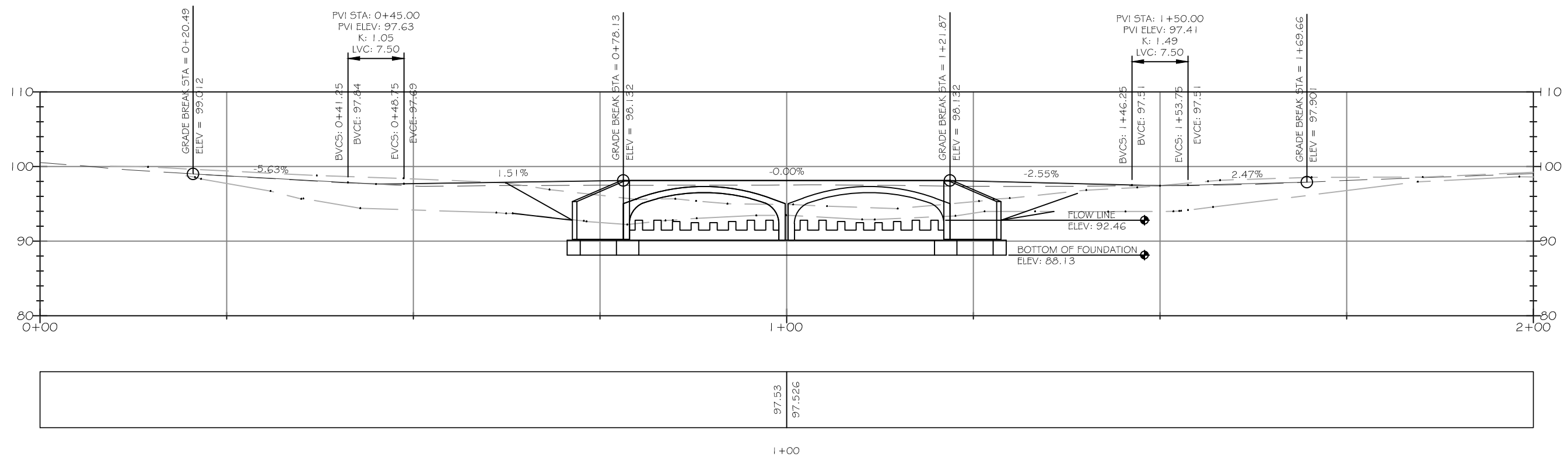
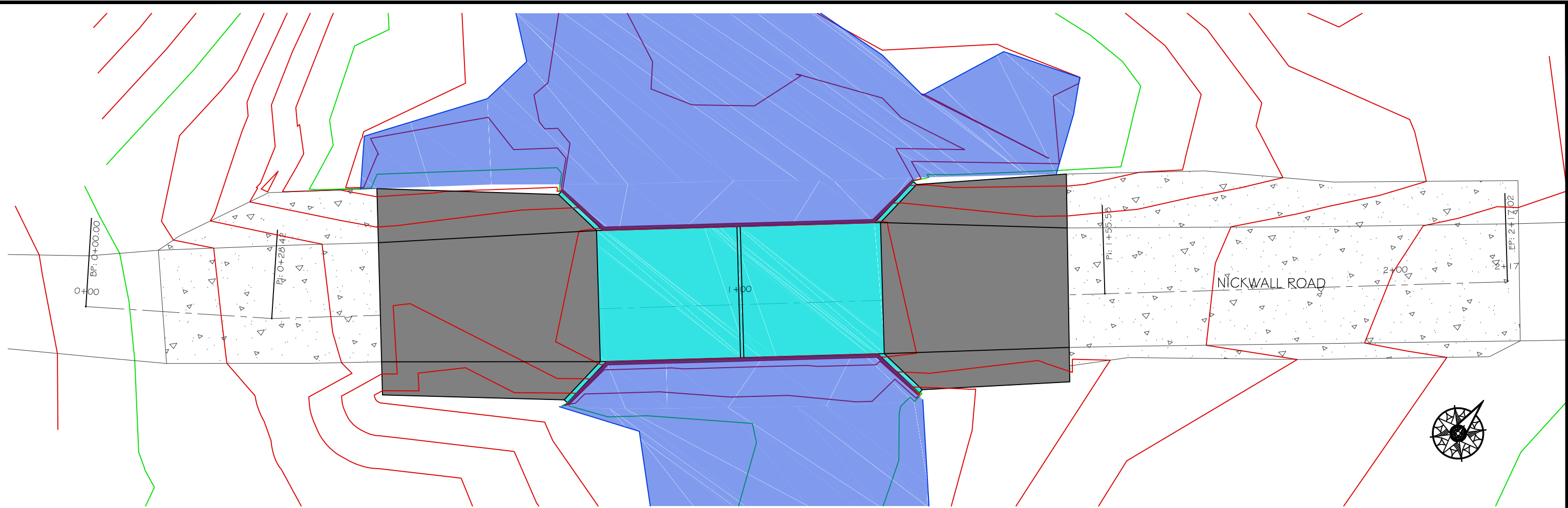
Montana Fish,  
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# OVERALL SITE PLAN

## NICKWALL CROSSING NEAR WOLF POINT, MT

SHEET: 4 of 10



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APPROVED BY: DATE:

APPROVED BY: DATE:  
APPROVED BY: DATE:



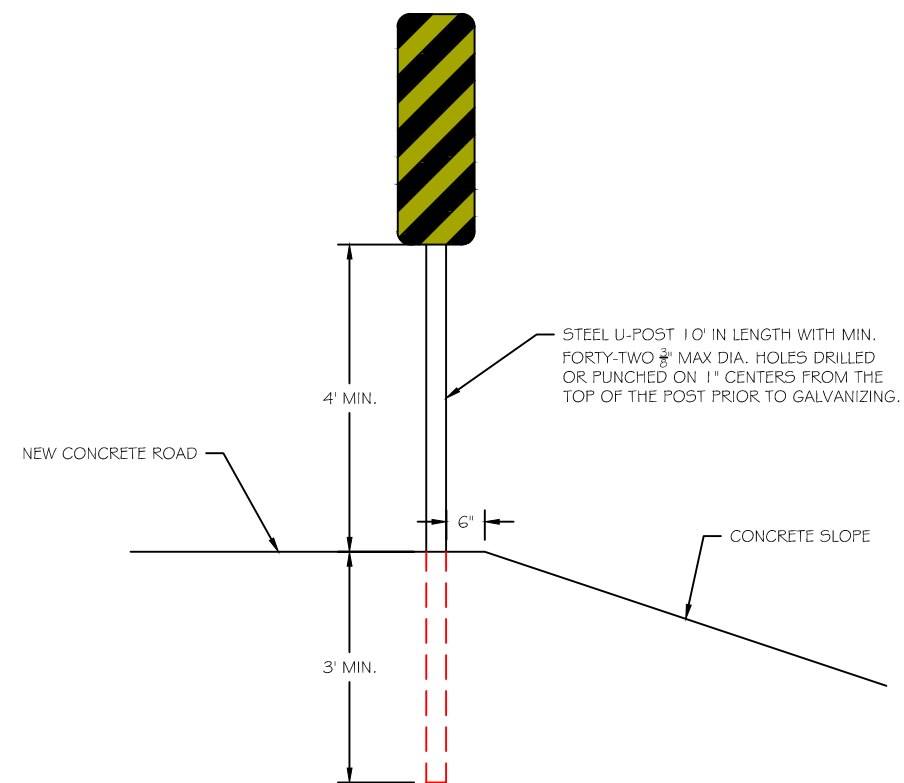
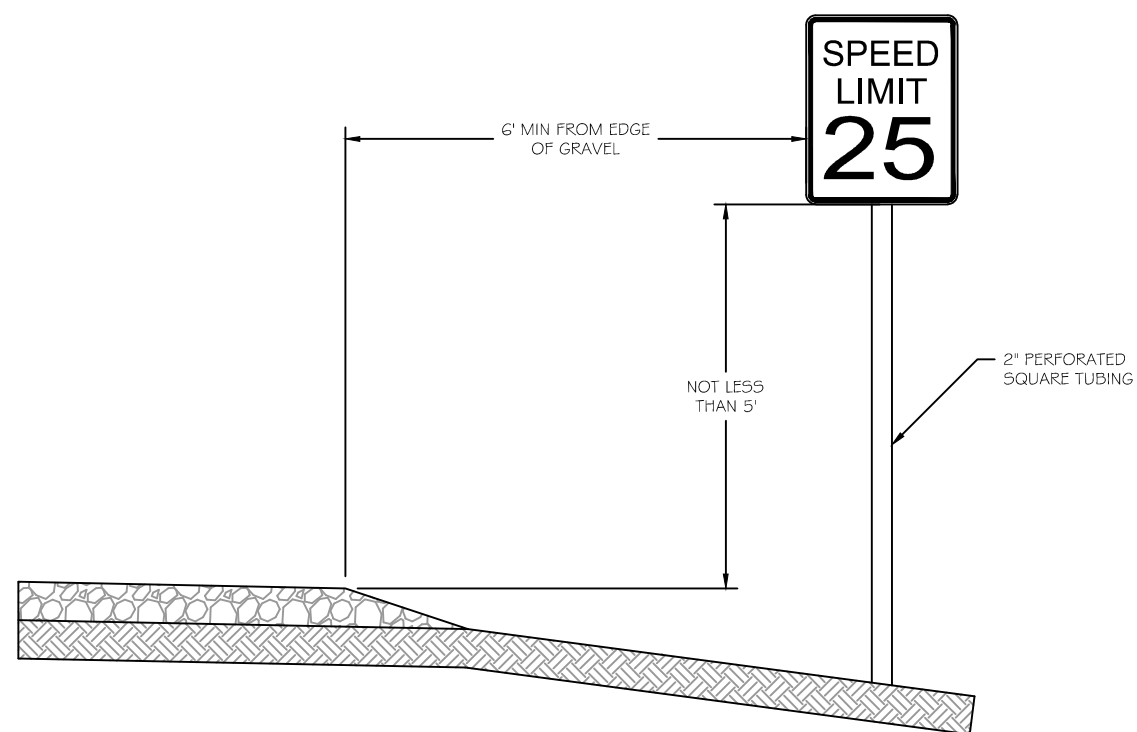
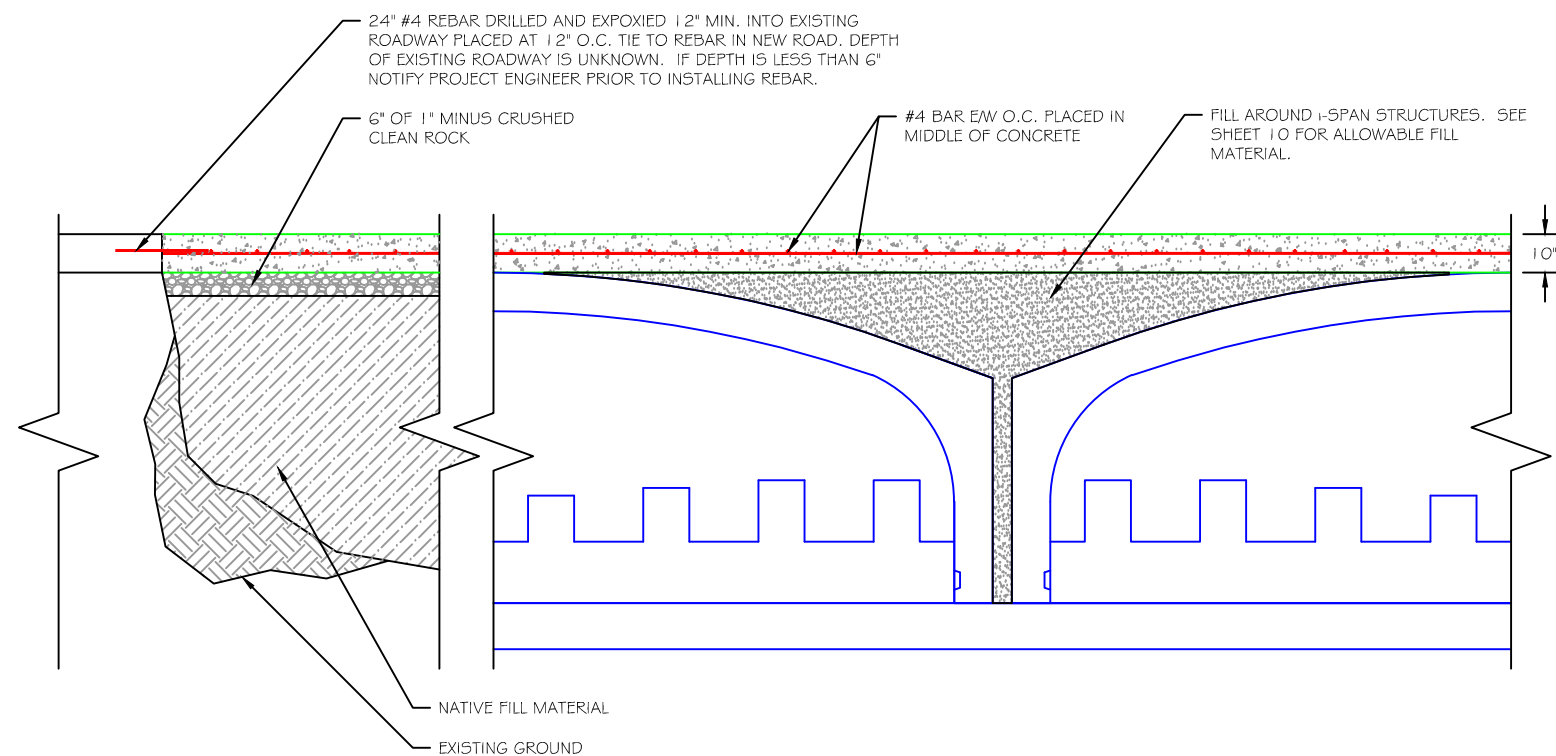
**Montana Fish & Wildlife**

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# PLAN AND PROFILE SHEET

## NICKWALL CROSSING NEAR WOLF POINT, MT

SHEET: 5 of 10



J. Senn 5/16/16  
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REVISED BY: DATE:  
 APPROVED BY: DATE:

APPROVED BY: DATE:  
 APPROVED BY: DATE:



**Montana Fish,  
 Wildlife & Parks**

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# SITE DETAILS

## NICKWALL CROSSING NEAR WOLF POINT, MT

SHEET:

6  
 of  
 10

NOTES

GENERAL NOTES:

1. THIS BRIDGE HAS BEEN DESIGNED FOR GENERAL SITE CONDITIONS. THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR THE STRUCTURE'S SUITABILITY TO THE EXISTING SITE CONDITIONS AND FOR THE HYDRAULIC EVALUATION -- INCLUDING SCOUR AND CONFIRMATION OF SOIL CONDITIONS.
2. PRIOR TO CONSTRUCTION, CONTRACTOR MUST VERIFY ALL ELEVATIONS SHOWN THROUGH THE ENGINEER.
3. ONLY CONTECH ENGINEERED SOLUTIONS LLC, THE CON/SPAN® APPROVED PRECASTER IN MONTANA MAY PROVIDE THE STRUCTURE DESIGNED IN ACCORDANCE WITH THESE PLANS.
4. THE USE OF ANOTHER PRECAST STRUCTURE WITH THE DESIGN ASSUMPTIONS USED FOR THE CON/SPAN® STRUCTURE MAY LEAD TO SERIOUS DESIGN ERRORS. USE OF ANY OTHER PRECAST STRUCTURE WITH THIS DESIGN AND DRAWINGS VOIDS ANY CERTIFICATION OF THIS DESIGN AND WARRANTY. CONTECH ENGINEERED SOLUTIONS LLC ASSUMES NO LIABILITY FOR DESIGN OF ANY ALTERNATE OR SIMILAR TYPE STRUCTURES.
5. ALTERNATE STRUCTURES MAY BE CONSIDERED, PROVIDED THAT DRAWINGS AND CALCULATIONS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF MONTANA, EMPLOYED BY THE PRECAST CONCRETE BRIDGE SUPPLIER, ARE SUBMITTED TO THE ENGINEER 2 WEEKS PRIOR TO THE BID DATE FOR REVIEW AND APPROVAL.
6. ALTERNATE STRUCTURES MAY BE CONSIDERED, PROVIDED THAT THE ALTERNATE DESIGN DOES NOT REDUCE THE HYDRAULIC OPENING OF THE STRUCTURE AS SHOWN ON THE DRAWINGS. AT A MINIMUM THE ALTERNATE STRUCTURE MUST PROVIDE THE SAME OR LARGER SPAN AND RISE AS THE STRUCTURE SHOWN ON THE DRAWINGS.
7. THE PRECAST ARCH SUPPLIER MUST ATTEND THE PRE-BID MEETING, IF ONE IS HELD.
8. SUPPLIER OF PROPOSED ALTERNATES TO A CON/SPAN® BRIDGE SYSTEM MUST SUBMIT AT LEAST TWO (2) INDEPENDENTLY VERIFIED FULL SCALE LOAD TESTS THAT CONFIRM THE PROPOSED DESIGN METHODOLOGY OF THE THREE SIDED/ARCH STRUCTURE(S). THE PROPOSED ALTERNATE, UPON SATISFACTORY CONFIRMATION OF DESIGN METHODOLOGY, MAY BE CONSIDERED AN ACCEPTABLE ALTERNATE.
9. PROPOSED ALTERNATE STRUCTURES MAY BE CONSIDERED, PROVIDED THAT THE PRECAST CONCRETE BRIDGE STRUCTURES ARE PROVIDED BY A SUPPLIER THAT HAS A MINIMUM OF TWO (2) REGISTERED PROFESSIONAL ENGINEERS ON STAFF THAT ARE DEDICATED TO THE DESIGN OF THESE TYPES OF STRUCTURES. SUPPLIER MUST PROVIDE THESE NAMES, P.E. LICENSE NUMBERS AND DATES OF HIRE AT TIME OF ALTERNATE SUBMITTAL.

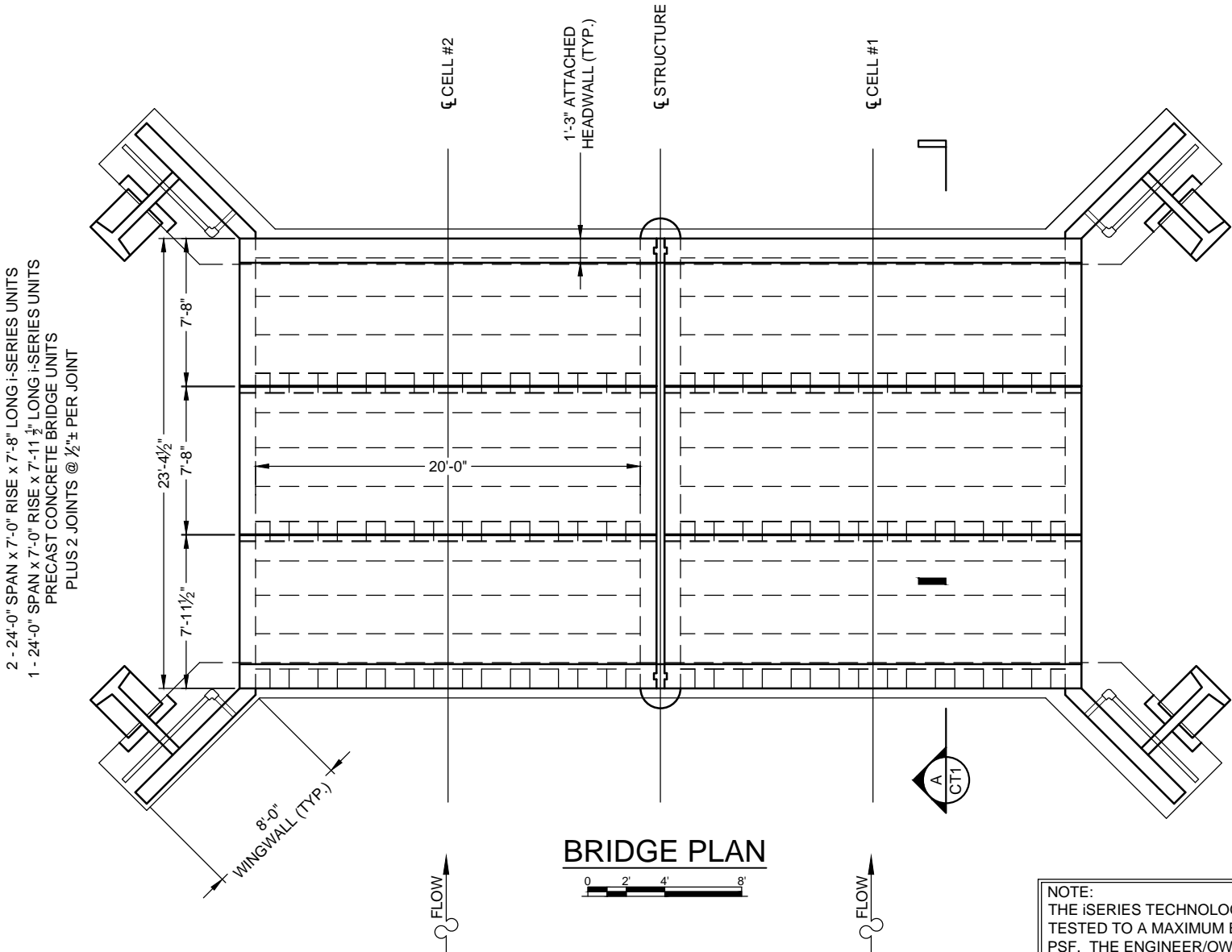
DESIGN DATA

DESIGN LOADING:  
BRIDGE UNITS: HL-93  
HEADWALLS: EARTH PRESSURE + LIVE LOAD IMPACT  
WINGWALLS: EARTH PRESSURE + LIVE LOAD SURCHARGE  
DESIGN FILL HEIGHT: 6" MIN. TO 1'-6" MAX.  
FROM TOP OF CROWN TO TOP OF PAVEMENT.  
DESIGN METHOD: LOAD RESISTANCE FACTOR DESIGN PER AASHTO LRFD SPECIFICATION  
ACTUAL FACTORED BEARING RESISTANCE (STRENGTH LIMIT STATE): 3,000 PSF\*  
ACTUAL FACTORED BEARING RESISTANCE (SERVICE LIMIT STATE): 2,200 PSF\*

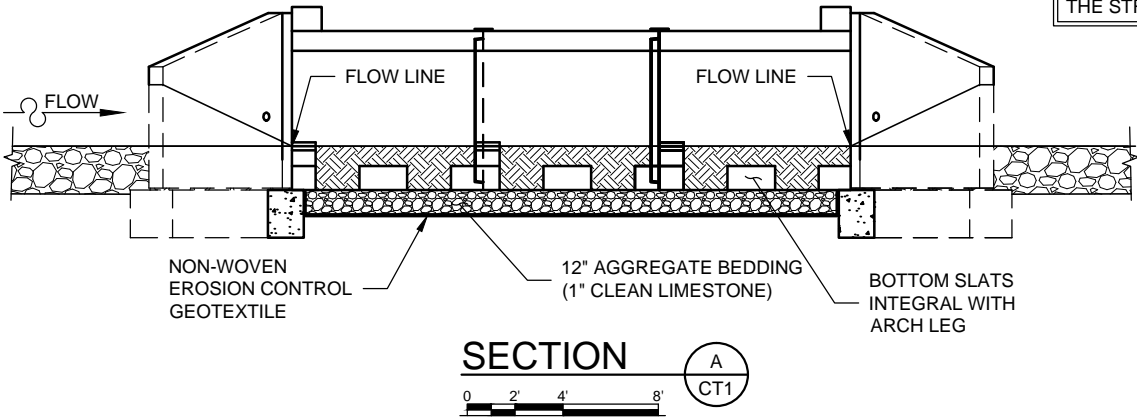
\*AT THE TIME OF DESIGN, A GEOTECHNICAL REPORT FOR THE PROJECT SITE WAS NOT AVAILABLE. IT IS THE PROJECT ENGINEER'S, OWNER'S AND/OR THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THE ACTUAL SITE CONDITIONS AT THE TIME OF CONSTRUCTION ARE CONSISTENT WITH THE ASSUMED ALLOWABLE SOIL BEARING PRESSURE WITH A GEOTECHNICAL INVESTIGATION FROM A QUALIFIED GEOTECHNICAL ENGINEER.

MATERIALS

PRECAST UNITS SHALL BE CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH CON/SPAN® SPECIFICATIONS. CONCRETE FOR FOOTINGS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI. REINFORCING STEEL FOR FOOTINGS SHALL CONFORM TO ASTM A615 OR A996-GRADE 60.



NOTE:  
THE iSERIES TECHNOLOGY HAS BEEN TESTED TO A MAXIMUM BED SHEAR OF 1.8 PSF. THE ENGINEER/OWNER SHALL CONFIRM THE MAXIMUM BED SHEAR AT THIS STRUCTURE IS LESS THAN 1.8 PSF. BED SHEARS GREATER THAN 1.8 PSF MAY RESULT IN LOSS OF MATERIAL BENEATH THE STRUCTURE AND RESULT IN SETTLEMENT OF THE STRUCTURE.



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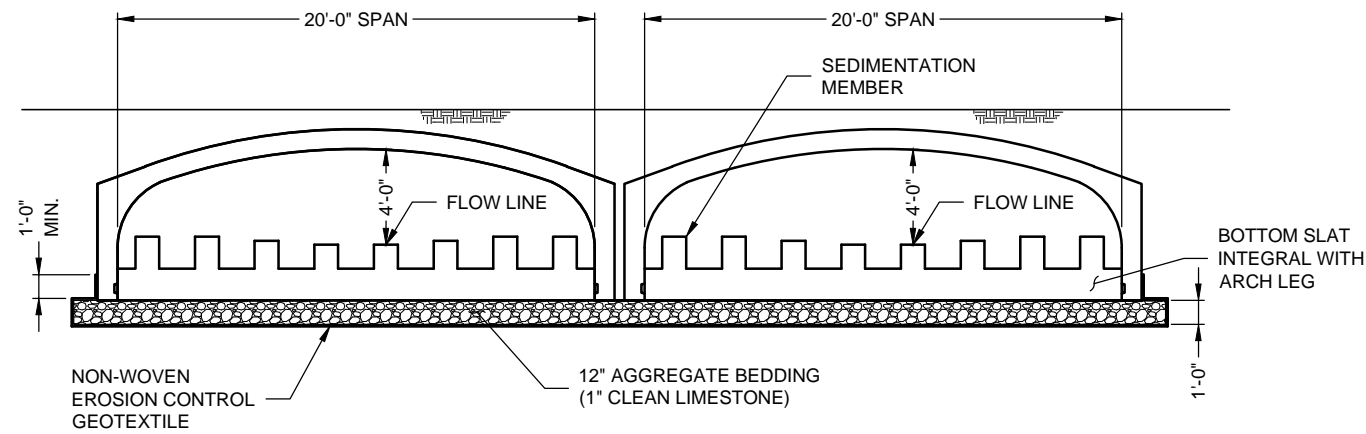
POPLAR, MT

PROJECT No.: 524627	SEQ. No.: 010	DATE: 2/11/15
DESIGNED: DM	DRAWN: MTJ	
CHECKED:	APPROVED:	
SHEET NO.: 7 OF 10		

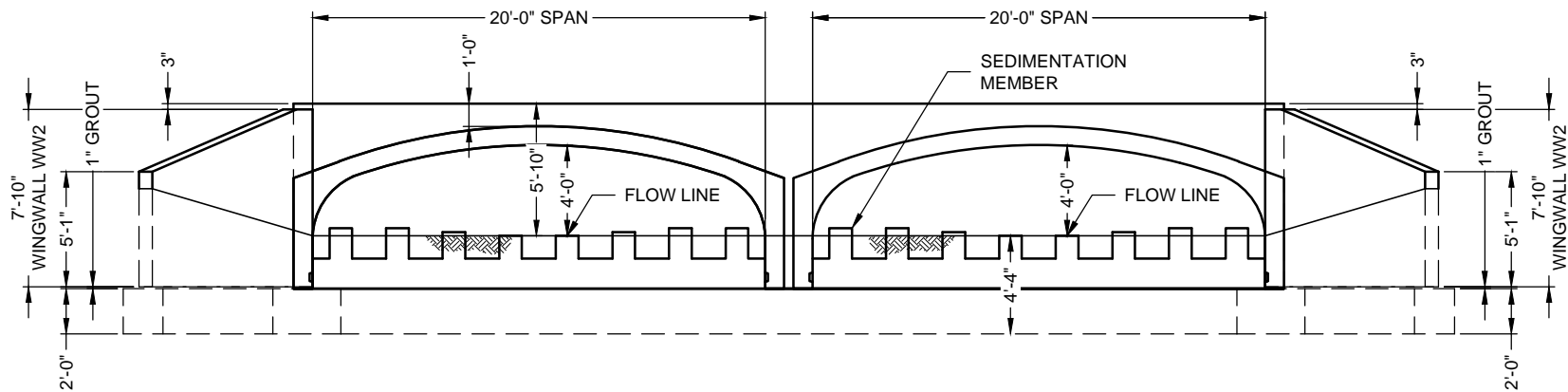
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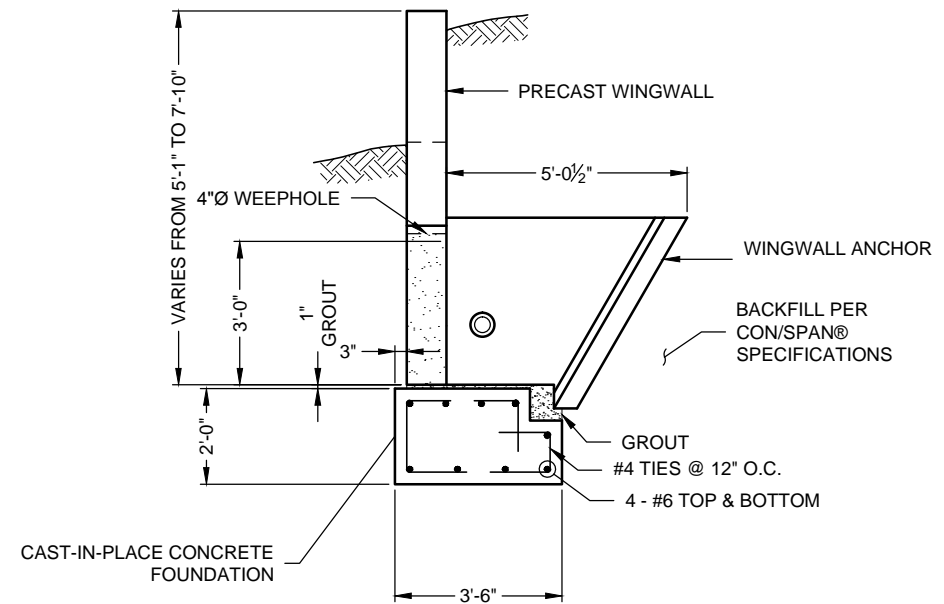
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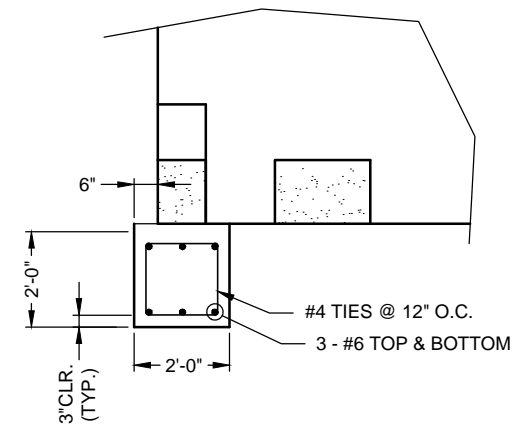
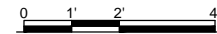
TYPICAL CROSS SECTION



TYPICAL END ELEVATION



SECTION



NOTE:  
LAP (3'-0") #6 LONGITUDINAL BARS IN  
WINGWALL AND CUT-OFF WALL TO  
MAKE CONTINUOUS

CUT-OFF WALL DETAIL

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**CONSPAN**  
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DRAWING

REDWATER RIVER CROSSING

POPLAR, MT

PROJECT No.: 524627	SEQ. No.: 010	DATE: 2/11/15
DESIGNED: DM	DRAWN: MTJ	
CHECKED:	APPROVED:	
SHEET NO.: 8	OF 10	



SPECIFICATIONS FOR MANUFACTURE AND INSTALLATION OF CON/SPAN® BRIDGE SYSTEMS

1. DESCRIPTION	1.1. TYPE - THIS WORK SHALL CONSIST OF FURNISHING AND CONSTRUCTING A CON/SPAN® BRIDGE SYSTEM IN ACCORDANCE WITH THESE SPECIFICATIONS AND IN REASONABLY CLOSE CONFORMITY WITH THE LINES, GRADES, DESIGN AND DIMENSIONS SHOWN ON THE PLANS OR AS ESTABLISHED BY THE ENGINEER. IN SITUATIONS WHERE TWO OR MORE SPECIFICATIONS APPLY TO THIS WORK, THE MOST STRINGENT REQUIREMENTS SHALL GOVERN.	1.2. DESIGNATION - PRECAST REINFORCED CONCRETE CON/SPAN® BRIDGE UNITS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY SPAN AND RISE. PRECAST REINFORCED CONCRETE WINGWALLS AND HEADWALLS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY LENGTH, HEIGHT, AND DEFLECTION ANGLE. PRECAST REINFORCED CONCRETE EXPRESS™ FOUNDATION UNITS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY LENGTH, HEIGHT AND WIDTH.	2. DESIGN	2.1. SPECIFICATIONS - THE PRECAST ELEMENTS ARE DESIGNED IN ACCORDANCE WITH THE "AASHTO LRFD BRIDGE SPECIFICATION" 6TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2012. A MINIMUM OF ONE FOOT OF COVER ABOVE THE CROWN OF THE BRIDGE UNITS IS REQUIRED IN THE INSTALLED CONDITION. (UNLESS NOTED OTHERWISE ON THE SHOP DRAWINGS AND DESIGNED ACCORDINGLY.)	3. MATERIALS	3.1. CONCRETE - THE CONCRETE FOR THE PRECAST ELEMENTS SHALL BE AIR-ENTRAINED WHEN INSTALLED IN AREAS SUBJECT TO FREEZE-THAW CONDITIONS, COMPOSED OF PORTLAND CEMENT, FINE AND COARSE AGGREGATES, ADMIXTURES AND WATER. AIR-ENTRAINED CONCRETE SHALL CONTAIN 6 ± 2 PERCENT AIR. THE AIR- ENTRAINING ADMIXTURE SHALL CONFORM TO AASHTO M154. THE MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE AS SHOWN ON THE SHOP DRAWINGS.	3.1.1. PORTLAND CEMENT - SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATIONS C150-TYPE I, TYPE II, OR TYPE III CEMENT.	3.1.2. COARSE AGGREGATE - SHALL CONSIST OF STONE HAVING A MAXIMUM SIZE OF 1 INCH. AGGREGATE SHALL MEET REQUIREMENTS FOR ASTM C33.	3.1.3. WATER REDUCING ADMIXTURE - THE MANUFACTURER MAY SUBMIT, FOR APPROVAL BY THE ENGINEER, A WATER-REDUCING ADMIXTURE FOR THE PURPOSE OF INCREASING WORKABILITY AND REDUCING THE WATER REQUIREMENT FOR THE CONCRETE.	3.1.4. CALCIUM CHLORIDE - THE ADDITION TO THE MIX OF CALCIUM CHLORIDE OR ADMIXTURES CONTAINING CALCIUM CHLORIDE WILL NOT BE PERMITTED.	3.1.5. MIXTURE - THE AGGREGATES, CEMENT AND WATER SHALL BE PROPORTIONED AND MIXED IN A BATCH MIXER TO PRODUCE A HOMOGENEOUS CONCRETE MEETING THE STRENGTH REQUIREMENTS OF THIS SPECIFICATION. THE PROPORTION OF PORTLAND CEMENT IN THE MIXTURE SHALL NOT BE LESS THAN 564 POUNDS (6 SACKS) PER CUBIC YARD OF CONCRETE.	3.2. STEEL REINFORCEMENT	3.2.1. THE MINIMUM STEEL YIELD STRENGTH SHALL BE 60,000 PSI, UNLESS OTHERWISE NOTED ON THE SHOP DRAWINGS.	3.2.2. ALL REINFORCING STEEL FOR THE PRECAST ELEMENTS SHALL BE FABRICATED AND PLACED IN ACCORDANCE WITH THE DETAILED SHOP DRAWINGS SUBMITTED BY THE MANUFACTURER.	3.2.3. REINFORCEMENT SHALL CONSIST OF WELDED WIRE FABRIC CONFORMING TO ASTM SPECIFICATION A 185 OR A 497, OR DEFORMED BILLET STEEL BARS CONFORMING TO ASTM SPECIFICATION A 615, GRADE 60. LONGITUDINAL DISTRIBUTION REINFORCEMENT MAY CONSIST OF WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS.	3.3. STEEL HARDWARE	3.3.1. BOLTS AND THREADED RODS FOR WINGWALL CONNECTIONS SHALL CONFORM TO ASTM A 307. NUTS SHALL CONFORM TO AASHTO M292 (ASTM A194) GRADE 2H. ALL BOLTS, THREADED RODS AND NUTS USED IN WINGWALL CONNECTIONS SHALL BE MECHANICALLY ZINC COATED IN ACCORDANCE WITH ASTM B695 CLASS 50.	3.3.2. STRUCTURAL STEEL FOR WINGWALL CONNECTION PLATES AND PLATE WASHERS SHALL CONFORM TO AASHTO M 270 (ASTM A 709) GRADE 36 AND SHALL BE HOT DIP GALVANIZED AS PER AASHTO M111 (ASTM A123).	3.3.3. INSERTS FOR WINGWALLS SHALL BE 1" DIAMETER TWO-BOLT PRESET WINGWALL ANCHORS AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700 AND SHALL BE MECHANICALLY ZINC COATED IN ACCORDANCE WITH ASTM B695 CLASS 50.	3.3.4. FERRULE LOOP INSERTS SHALL BE F-64 FERRULE LOOP INSERTS AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700.	3.3.5. HOOK BOLTS USED IN ATTACHED HEADWALL CONNECTIONS SHALL BE ASTM A307.	3.3.6. INSERTS FOR DETACHED HEADWALL CONNECTIONS SHALL BE AISI TYPE 304 STAINLESS STEEL, EXPANDED COIL INSERTS AS MANUFACTURED BY DAYTON SUPERIOR	CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700. COIL RODS AND NUTS USED IN HEADWALL CONNECTIONS SHALL BE AISI TYPE 304 STAINLESS STEEL. WASHERS USED IN HEADWALL CONNECTIONS SHALL BE EITHER AISI TYPE 304 STAINLESS STEEL PLATE WASHERS OR AASHTO M270 (ASTM A709) GRADE 36 PLATE WASHERS HOT DIP GALVANIZED AS PER AASHTO M111 (ASTM A123).	3.3.7. MECHANICAL SPLICES OF REINFORCING BARS SHALL BE MADE USING THE DOWEL BAR SPLICER SYSTEM AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700, AND SHALL CONSIST OF THE DOWEL BAR SPLICER (DB-SAE) AND DOWEL-IN (DI).	4. MANUFACTURE OF PRECAST ELEMENTS - SUBJECT TO THE PROVISIONS OF SECTION 5, BELOW, THE PRECAST ELEMENT DIMENSION AND REINFORCEMENT DETAILS SHALL BE AS PRESCRIBED IN THE PLAN AND SHOP DRAWINGS PROVIDED BY THE MANUFACTURER.	4.1. FORMS - THE FORMS USED IN MANUFACTURE SHALL BE SUFFICIENTLY RIGID AND ACCURATE TO MAINTAIN THE REQUIRED PRECAST ELEMENT DIMENSIONS WITHIN THE PERMISSIBLE VARIATIONS GIVEN IN SECTION 5 OF THESE SPECIFICATIONS. ALL CASTING SURFACES SHALL BE OF A SMOOTH MATERIAL.	4.2. PLACEMENT OF REINFORCEMENT	4.2.1. PLACEMENT OF REINFORCEMENT IN PRECAST BRIDGE UNITS - THE COVER OF CONCRETE OVER THE OUTSIDE CIRCUMFERENTIAL REINFORCEMENT SHALL BE 2" MINIMUM. THE COVER OF CONCRETE OVER THE INSIDE CIRCUMFERENTIAL REINFORCEMENT SHALL BE 1½" MINIMUM, UNLESS OTHERWISE NOTED ON THE SHOP DRAWINGS. THE CLEAR DISTANCE OF THE END CIRCUMFERENTIAL WIRES SHALL NOT BE LESS THAN 1" NOR MORE THAN 2" FROM THE ENDS OF EACH SECTION. REINFORCEMENT SHALL BE ASSEMBLED UTILIZING SINGLE OR MULTIPLE LAYERS OF WELDED WIRE FABRIC (NOT TO EXCEED 3 LAYERS), SUPPLEMENTED WITH A SINGLE LAYER OF DEFORMED BILLET-STEEL BARS, WHEN NECESSARY. WELDED WIRE FABRIC SHALL BE COMPOSED OF CIRCUMFERENTIAL AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE BRIDGE UNIT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT. LONGITUDINAL DISTRIBUTION REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW. THE ENDS OF THE LONGITUDINAL DISTRIBUTION REINFORCEMENT SHALL BE NOT MORE THAN 3" AND NOT LESS THAN 1½" FROM THE ENDS OF THE BRIDGE UNIT.	4.2.2. BENDING OF REINFORCEMENT FOR PRECAST BRIDGE UNITS - THE OUTSIDE AND INSIDE CIRCUMFERENTIAL REINFORCING STEEL FOR THE CORNERS OF THE BRIDGE SHALL BE BENT TO SUCH AN ANGLE THAT IS APPROXIMATELY EQUAL TO THE CONFIGURATION OF THE BRIDGE'S OUTSIDE CORNER.	4.2.3. PLACEMENT OF REINFORCEMENT FOR PRECAST WINGWALLS AND HEADWALLS - THE COVER OF CONCRETE OVER THE LONGITUDINAL AND TRANSVERSE REINFORCEMENT SHALL BE 2" MINIMUM. THE CLEAR DISTANCE FROM THE END OF EACH PRECAST ELEMENT TO THE END OF REINFORCING STEEL SHALL NOT BE LESS THAN 1½" NOR MORE THAN 3". REINFORCEMENT SHALL BE ASSEMBLED UTILIZING A SINGLE LAYER OF WELDED WIRE FABRIC, OR A SINGLE LAYER OF DEFORMED BILLET-STEEL BARS. WELDED WIRE FABRIC SHALL BE COMPOSED OF TRANSVERSE AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE ELEMENT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT. LONGITUDINAL REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW.	4.2.4. PLACEMENT OF REINFORCEMENT FOR PRECAST FOUNDATION UNITS - THE COVER OF CONCRETE OVER THE BOTTOM REINFORCEMENT SHALL BE 3 INCHES MINIMUM. THE COVER OF CONCRETE FOR ALL OTHER REINFORCEMENT SHALL BE 2 INCHES MINIMUM. THE CLEAR DISTANCE FROM THE END OF EACH PRECAST ELEMENT TO THE END OF REINFORCING STEEL SHALL NOT BE LESS THAN 2 INCHES NOR MORE THAN 3 INCHES. REINFORCEMENT SHALL BE ASSEMBLED UTILIZING A SINGLE LAYER OF WELDED WIRE FABRIC OR A SINGLE LAYER OF DEFORMED BILLET-STEEL BARS. WELDED WIRE FABRIC SHALL BE COMPOSED OF TRANSVERSE AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE ELEMENT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT. LONGITUDINAL REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW.	4.3. LAPS, WELDS, AND SPACING FOR PRECAST BRIDGE UNITS - TENSION SPLICES IN THE CIRCUMFERENTIAL REINFORCEMENT SHALL BE MADE BY LAPPING. LAPS MAY BE TACK WELDED TOGETHER FOR ASSEMBLY PURPOSES. FOR SMOOTH WELDED WIRE FABRIC, THE	4.3.1. LAPS, WELDS, AND SPACING FOR PRECAST WINGWALLS, HEADWALLS AND FOUNDATIONS - SPLICES IN THE REINFORCEMENT SHALL BE MADE BY LAPPING. LAPS MAY BE TACK WELDED TOGETHER FOR ASSEMBLY PURPOSES. FOR SMOOTH WELDED WIRE FABRIC, THE	4.3.2. LAPS, WELDS, AND SPACING FOR PRECAST WINGWALLS, HEADWALLS AND FOUNDATIONS - SPLICES IN THE REINFORCEMENT SHALL BE MADE BY LAPPING. LAPS MAY BE TACK WELDED TOGETHER FOR ASSEMBLY PURPOSES. FOR SMOOTH WELDED WIRE FABRIC, THE	4.3.3. LENGTH OF OPPOSITE SURFACES - VARIATIONS IN LAYING LENGTHS OF TWO OPPOSITE SURFACES OF THE BRIDGE UNIT SHALL NOT BE MORE THAN ½" IN ANY SECTION, EXCEPT WHERE BEVELED ENDS FOR LAYING OF CURVES ARE SPECIFIED BY THE PURCHASER.	4.3.4. LENGTH OF SECTION - THE UNDERRUN IN LENGTH OF A SECTION SHALL NOT BE MORE THAN ½" IN ANY BRIDGE UNIT.	4.3.5. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN POSITION OF THE REINFORCEMENT SHALL BE ± ½". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1½" FOR THE OUTSIDE CIRCUMFERENTIAL STEEL OR BE LESS THAN 1" FOR THE INSIDE CIRCUMFERENTIAL STEEL AS MEASURED TO THE EXTERNAL OR INTERNAL SURFACE OF THE BRIDGE. THESE TOLERANCES OR COVER REQUIREMENTS DO NOT APPLY TO MATING SURFACES OF THE JOINTS.	4.3.6. AREA OF REINFORCEMENT - THE AREAS OF STEEL REINFORCEMENT SHALL BE THE DESIGN STEEL AREAS AS SHOWN IN THE MANUFACTURER'S SHOP DRAWINGS. STEEL AREAS GREATER THAN THOSE REQUIRED SHALL NOT BE CAUSE FOR REJECTION. THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCEMENT SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCEMENT.	4.3.7. WALL THICKNESS - THE WALL THICKNESS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN ½".	4.3.8. LENGTH/HEIGHT OF WALL SECTIONS - THE LENGTH AND HEIGHT OF THE WALL SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN ½".	4.3.9. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN THE POSITION OF THE REINFORCEMENT SHALL BE ± ½". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1½".	4.3.10. SIZE OF REINFORCEMENT - THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCING SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCING. STEEL AREA GREATER THAN THAT REQUIRED SHALL NOT BE CAUSE FOR REJECTION.	4.3.11. WALL THICKNESS - THE WALL THICKNESS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN ½".	4.3.12. LENGTH/ HEIGHT/WIDTH OF FOUNDATION SECTIONS - THE LENGTH, HEIGHT AND WIDTH OF THE FOUNDATION UNITS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN ½".	4.3.13. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN THE POSITION OF THE REINFORCEMENT SHALL BE ± ½". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1½".	4.3.14. SIZE OF REINFORCEMENT - THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCING SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCING. STEEL AREA GREATER THAN THAT REQUIRED SHALL NOT BE CAUSE FOR REJECTION.	4.3.15. ACCEPTABILITY OF CYLINDER TESTS - WHEN THE AVERAGE COMPRESSIVE STRENGTH OF ALL CYLINDERS TESTED IS EQUAL TO OR GREATER THAN THE DESIGN COMPRESSIVE	4.3.16. 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SPECIFICATIONS FOR MANUFACTURE AND INSTALLATION OF CON/SPAN® BRIDGE SYSTEMS (CONT'D)

11. MARKING  
EACH BRIDGE UNIT SHALL BE CLEARLY MARKED BY WATERPROOF PAINT. THE FOLLOWING SHALL BE SHOWN ON THE INSIDE OF THE VERTICAL LEG OF THE BRIDGE SECTION:  
BRIDGE SPAN x BRIDGE RISE  
DATE OF MANUFACTURE  
NAME OR TRADEMARK OF THE MANUFACTURER
12. INSTALLATION PREPARATION  
TO ENSURE CORRECT INSTALLATION OF THE PRECAST CONCRETE BRIDGE SYSTEM, CARE AND CAUTION MUST BE EXERCISED IN FORMING THE SUPPORT AREAS FOR BRIDGE UNITS, HEADWALL, AND WINGWALL ELEMENTS. EXERCISING SPECIAL CARE WILL FACILITATE THE RAPID INSTALLATION OF THE PRECAST COMPONENTS.
- 12.1. FOOTINGS  
DO NOT OVER EXCAVATE FOUNDATIONS UNLESS DIRECTED BY SITE SOIL ENGINEER TO REMOVE UNSUITABLE SOIL.
- THE SITE SOILS ENGINEER SHALL CERTIFY THAT THE BEARING CAPACITY MEETS OR EXCEEDS THE FOOTING DESIGN REQUIREMENTS, PRIOR TO THE CONTRACTOR POURING OF THE FOOTINGS.
- THE BRIDGE UNITS AND WINGWALLS SHALL BE INSTALLED ON EITHER PRECAST OR CAST-IN-PLACE CONCRETE FOOTINGS. THE SIZE AND ELEVATION OF THE FOOTINGS SHALL BE AS DESIGNED BY THE ENGINEER. A KEYWAY SHALL BE FORMED IN THE TOP SURFACE OF THE BRIDGE FOOTING AS SPECIFIED ON THE PLANS. NO KEYWAY IS REQUIRED IN THE WINGWALL FOOTINGS, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- THE FOOTINGS SHALL BE GIVEN A SMOOTH FLOAT FINISH AND SHALL REACH A COMPRESSIVE STRENGTH OF 2,000 PSI BEFORE PLACEMENT OF THE BRIDGE AND WINGWALL ELEMENTS. BACKFILLING SHALL NOT BEGIN UNTIL THE FOOTING HAS REACHED THE FULL DESIGN COMPRESSIVE STRENGTH.
- THE FOOTING SURFACE SHALL BE CONSTRUCTED IN ACCORDANCE WITH GRADES SHOWN ON THE PLANS. WHEN TESTED WITH A 10'-0" STRAIGHT EDGE, THE SURFACE SHALL NOT VARY MORE THAN 1/4" IN 10'-0".
- IF A PRECAST CONCRETE FOOTING IS USED, THE CONTRACTOR SHALL PREPARE A 4" THICK BASE LAYER OF COMPACTED GRANULAR MATERIAL THE FULL WIDTH OF THE FOOTING PRIOR TO PLACING THE PRECAST FOOTING.
- THE FOUNDATIONS FOR PRECAST CONCRETE BRIDGE ELEMENTS AND WINGWALLS MUST BE CONNECTED BY REINFORCEMENT TO FORM ONE MONOLITHIC BODY. EXPANSION JOINTS SHALL NOT BE USED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE FOUNDATIONS PER THE PLANS AND SPECIFICATIONS.
13. INSTALLATION
- 13.1. GENERAL - THE INSTALLATION OF THE PRECAST CONCRETE ELEMENTS SHALL BE AS EXPLAINED IN THE PUBLICATION CON/SPAN BRIDGE SYSTEMS INSTALLATION HANDBOOK.
- 13.1.1. LIFTING - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT A CRANE OF THE CORRECT LIFTING CAPACITY IS AVAILABLE TO HANDLE THE PRECAST CONCRETE UNITS. THIS CAN BE ACCOMPLISHED BY USING THE WEIGHTS GIVEN FOR THE PRECAST CONCRETE COMPONENTS AND BY DETERMINING THE LIFTING REACH FOR EACH CRANE UNIT. SITE CONDITIONS MUST BE CHECKED WELL IN ADVANCE OF SHIPPING TO ENSURE PROPER CRANE LOCATION AND TO AVOID ANY LIFTING RESTRICTIONS. THE LIFT ANCHORS OR HOLES PROVIDED IN EACH UNIT ARE THE ONLY MEANS TO BE USED TO LIFT THE ELEMENTS. THE PRECAST CONCRETE ELEMENTS MUST NOT BE SUPPORTED OR RAISED BY OTHER MEANS THAN THOSE GIVEN IN THE MANUALS AND DRAWINGS WITHOUT WRITTEN APPROVAL FROM CONTECH® ENGINEERED SOLUTIONS.
- 13.1.2. CONSTRUCTION EQUIPMENT WEIGHT RESTRICTIONS - IN NO CASE SHALL EQUIPMENT OPERATING IN EXCESS OF THE DESIGN LOAD (HL-93) BE PERMITTED OVER THE BRIDGE UNITS UNLESS APPROVED BY CONTECH® ENGINEERED SOLUTIONS.
- 13.1.2.1. IN THE IMMEDIATE AREA OF THE BRIDGE UNITS, THE FOLLOWING RESTRICTIONS FOR THE USE OF HEAVY CONSTRUCTION MACHINERY DURING BACKFILLING OPERATIONS APPLY:  
NO CONSTRUCTION EQUIPMENT SHALL CROSS THE BARE PRECAST CONCRETE BRIDGE UNIT.  
AFTER THE COMPACTED FILL LEVEL HAS REACHED A MINIMUM OF 4" OVER THE CROWN OF THE BRIDGE, CONSTRUCTION EQUIPMENT WITH A WEIGHT OF LESS THAN 10 TONS MAY CROSS THE BRIDGE.  
AFTER THE COMPACTED FILL LEVEL HAS REACHED A MINIMUM OF 1'-0" OVER THE CROWN OF THE BRIDGE, CONSTRUCTION EQUIPMENT WITH A WEIGHT OF LESS THAN 30 TONS MAY CROSS THE BRIDGE.  
AFTER THE COMPACTED FILL LEVEL HAS REACHED THE DESIGN COVER, OR 2'-0" MINIMUM, OVER THE CROWN OF THE PRECAST CONCRETE BRIDGE, CONSTRUCTION EQUIPMENT WITHIN THE DESIGN LOAD LIMITS FOR THE ROAD MAY CROSS THE PRECAST CONCRETE BRIDGE.
- 13.2. LEVELING PAD/SHIMS - THE BRIDGE UNITS AND WINGWALLS SHALL BE SET ON HARDBOARD SHIMS CONFORMING TO ASTM D1037 OR PLASTIC SHIMS (DAYTON SUPERIOR P-80, P-81 OR APPROVED EQUAL) MEASURING 5" x 5", MINIMUM, UNLESS SHOWN OTHERWISE ON THE PLANS. A MINIMUM GAP OF 1/2" SHALL BE PROVIDED BETWEEN THE FOOTING AND THE BOTTOM OF THE BRIDGES

- VERTICAL LEGS OR THE BOTTOM OF THE WINGWALL. ALSO, A SUPPLY OF 1/4", 1/2" AND 3/4" THICK HARDBOARD OR PLASTIC SHIMS FOR VARIOUS SHIMMING PURPOSES SHALL BE ON SITE.
- 13.3. PLACEMENT OF BRIDGE UNITS - THE BRIDGE UNITS SHALL BE PLACED AS SHOWN ON THE ENGINEER'S PLAN DRAWINGS. SPECIAL CARE SHALL BE TAKEN IN SETTING THE ELEMENTS TO THE TRUE LINE AND GRADE. THE JOINT WIDTH BETWEEN ADJACENT PRECAST UNITS SHALL NOT EXCEED 1/4".
- 13.4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE STRUCTURE SPAN DURING ALL PHASES OF INSTALLATION. DUE TO THE ARCH SHAPE, BRIDGE ELEMENTS WILL TEND TO SPREAD UNDER SELF-WEIGHT. IT IS IMPERATIVE THAT ANY LATERAL SPREADING OF THE BRIDGE ELEMENTS BE AVOIDED DURING AND AFTER THEIR PLACEMENT. GENERALLY, HORIZONTAL CABLE TIES OR TIE RODS ARE SHIPPED IN THE LARGER BRIDGE ELEMENTS TO ASSIST IN PREVENTING THIS SPREADING. CABLE TIES/TIE RODS SHALL NOT BE REMOVED UNTILL BRIDGE UNITS ARE GROUTED AND GROUT HAS CURED. IT IS RECOMMENDED THAT TEMPORARY HARDWOOD BLOCKS BE USED IN CONJUNCTION WITH THE CABLE TIES/TIE RODS TO MAINTAIN SPAN. IF, HOWEVER, DUE TO SITE RESTRICTIONS, THESE CABLE TIES/TIE RODS MUST BE REMOVED PRIOR TO PLACEMENT OF THE BRIDGE ELEMENTS, THE CONTRACTOR MUST NOTIFY CONTECH (MANUFACTURER) AND REQUEST A SUGGESTED INSTALLATION PROCEDURE.
- IN ADDITION, IF THE CABLE TIES/TIE RODS MUST BE REMOVED PRIOR TO SETTING ARCH UNITS, THE FOLLOWING QUALITY CONTROL PROCEDURE MUST BE FOLLOWED:
- 1) FIND "MEASURED SPAN" UPON ARCH UNIT'S DELIVERY TO SITE. PRIOR TO LIFTING FROM TRUCK AND REMOVING CABLE TIES/TIE RODS, "MEASURED SPAN" SHALL BE THE AVERAGE OF (3) SPAN MEASUREMENTS ALONG THE LAY LENGTH OF THE ARCH UNIT.
- 2) AFTER SETTING OF BRIDGE UNIT ON THE FOUNDATION, VERIFY THE SPAN. THIS "INSTALLED SPAN MEASUREMENT" SHALL NOT EXCEED THE MAXIMUM OF:
- A) THE NOMINAL SPAN +/- 1/2" OR  
B) THE "MEASURED SPAN"
- IF THE "INSTALLED SPAN MEASUREMENT" EXCEEDS THIS AMOUNT, THE ARCH UNIT SHALL BE LIFTED AND RE-SET UNTIL THE "INSTALLED SPAN MEASUREMENT" MEETS THE LIMITS.
- 13.5. PLACEMENT OF WINGWALLS, HEADWALLS AND FOUNDATION UNITS - THE WINGWALLS, HEADWALLS AND FOUNDATIONS SHALL BE PLACED AS SHOWN ON THE PLAN DRAWINGS. SPECIAL CARE SHALL BE TAKEN IN SETTING THE ELEMENTS TO THE TRUE LINE AND GRADE.
- 13.6. WATERPROOFING/JOINT PROTECTION AND SUBSURFACE DRAINAGE
- 13.6.1. EXTERNAL PROTECTION OF JOINTS - THE BUTT JOINT MADE BY TWO ADJOINING BRIDGE UNITS SHALL BE COVERED WITH A 1/4" x 1 1/2" PREFORMED BITUMINOUS JOINT SEALANT AND A MINIMUM OF A 9" WIDE JOINT WRAP. THE SURFACE SHALL BE FREE OF DIRT BEFORE APPLYING THE JOINT MATERIAL. A PRIMER COMPATIBLE WITH THE JOINT WRAP TO BE USED SHALL BE APPLIED FOR A MINIMUM WIDTH OF 9" ON EACH SIDE OF THE JOINT. THE EXTERNAL WRAP SHALL BE CS212 BY CONCRETE SEALANTS INC., EZ-WRAP RUBBER BY PRESS-SEAL GASKET CORPORATION, SEAL WRAP BY MAR MAC MANUFACTURING CO. INC. OR APPROVED EQUAL. THE JOINT SHALL BE COVERED CONTINUOUSLY FROM THE BOTTOM OF ONE BRIDGE SECTION LEG, ACROSS THE TOP OF THE BRIDGE AND TO THE OPPOSITE BRIDGE SECTION LEG. ANY LAPS THAT RESULT IN THE JOINT WRAP SHALL BE A MINIMUM OF 6" LONG WITH THE OVERLAP RUNNING DOWNHILL.
- 13.6.2. IN ADDITION TO THE JOINTS BETWEEN BRIDGE UNITS, THE JOINT BETWEEN THE END BRIDGE UNIT AND THE HEADWALL SHALL ALSO BE SEALED AS DESCRIBED ABOVE. IF PRECAST WINGWALLS ARE USED, THE JOINT BETWEEN THE END BRIDGE UNIT AND THE WINGWALL SHALL BE SEALED WITH A 2'-0" STRIP OF FILTER FABRIC. ALSO, IF LIFT HOLES ARE FORMED IN THE BRIDGE UNITS, THEY SHALL BE PRIMED AND COVERED WITH A 9" x 9" SQUARE OF JOINT WRAP.
- 13.6.3. DURING THE BACKFILLING OPERATION, CARE SHALL BE TAKEN TO KEEP THE JOINT WRAP IN ITS PROPER LOCATION OVER THE JOINT.
- 13.6.4. SUBSOIL DRAINAGE SHALL BE AS DIRECTED BY THE ENGINEER.
- 13.7. GROUTING
- 13.7.1. GROUTING SHALL NOT BE PERFORMED WHEN TEMPERATURES ARE EXPECTED TO GO BELOW 35° FOR A PERIOD OF 72 HOURS. FILL THE BRIDGE-FOUNDATION KEYWAY WITH CEMENT GROUT (PORTLAND CEMENT AND WATER OR CEMENT MORTAR COMPOSED OF PORTLAND CEMENT, SAND AND WATER) WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 3000 PSI. VIBRATE AS REQUIRED TO ENSURE THAT THE ENTIRE KEY AROUND THE BRIDGE ELEMENT IS COMPLETELY FILLED. IF BRIDGE ELEMENTS HAVE BEEN SET WITH TEMPORARY TIES (CABLES, BARS, ETC.) GROUT MUST ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 1500 PSI BEFORE TIES MAY BE REMOVED.
- 13.7.2. ALL GROUT SHALL HAVE A MAXIMUM AGGREGATE SIZE OF 1/4".
- 13.7.3. LIFTING AND ERECTION ANCHOR RECESSES SHALL BE FILLED WITH GROUT.
- 13.7.4. AFTER GROUT HAS REACHED ITS DESIGN STRENGTH THE TEMPORARY HARDWOOD WEDGES SHALL BE REMOVED AND THEIR HOLES FILLED WITH GROUT.
- 13.8. BACKFILL
- 13.8.1. DO NOT PERFORM BACKFILLING DURING WET OR FREEZING WEATHER.

- 13.8.2. NO BACKFILL SHALL BE PLACED AGAINST ANY STRUCTURAL ELEMENTS UNTIL THEY HAVE BEEN APPROVED BY THE ENGINEER.
- 13.8.3. BACKFILL SHALL BE CONSIDERED AS ALL REPLACED EXCAVATION AND NEW EMBANKMENT ADJACENT TO THE PRECAST CONCRETE ELEMENTS. THE PROJECT CONSTRUCTION AND MATERIAL SPECIFICATIONS, WHICH INCLUDE THE SPECIFICATIONS FOR EXCAVATION FOR STRUCTURES AND ROADWAY EXCAVATION AND EMBANKMENT CONSTRUCTION, SHALL APPLY EXCEPT AS MODIFIED IN THIS SECTION.
- 13.8.4. BACKFILL ZONES:
- IN-SITU SOIL
  - ZONE A: CONSTRUCTED EMBANKMENT OR OVERFILL.
  - ZONE B: FILL THAT IS DIRECTLY ASSOCIATED WITH PRECAST CONCRETE BRIDGE INSTALLATION.
  - ZONE C: ROAD STRUCTURE.
- 13.8.5. REQUIRED BACKFILL PROPERTIES
- 13.8.5.1. IN-SITU SOIL - NATURAL GROUND IS TO BE SUFFICIENTLY STABLE TO ALLOW EFFECTIVE SUPPORT TO THE PRECAST CONCRETE BRIDGE UNITS. AS A GUIDE, THE EXISTING NATURAL GROUND SHOULD BE OF SIMILAR QUALITY AND DENSITY TO ZONE B MATERIAL FOR MINIMUM LATERAL DIMENSION OF ONE BRIDGE SPAN OUTSIDE OF THE BRIDGE FOOTING.
- 13.8.5.2. ZONE A - ZONE A REQUIRES FILL MATERIAL WITH SPECIFICATIONS AND COMPACTING PROCEDURES EQUAL TO THAT FOR NORMAL ROAD EMBANKMENTS.
- 13.8.5.3. ZONE B - GENERALLY, SOILS SHALL BE REASONABLY FREE OF ORGANIC MATTER, AND, NEAR CONCRETE SURFACES, FREE OF STONES LARGER THAN 3" IN DIAMETER. SEE CHARTS FOR DETAILED DESCRIPTIONS OF ACCEPTABLE SOILS.
- 13.8.5.4. ZONE C - ZONE C IS THE ROAD SECTION OF GRAVEL, ASPHALT OR CONCRETE BUILT IN COMPLIANCE WITH LOCAL ENGINEERING PRACTICES.
- 13.8.5.5. GEOTECHNICAL ENGINEER SHALL REVIEW GRADATIONS OF ALL INTERFACING MATERIALS AND, IF NECESSARY, RECOMMEND GEOTEXTILE FILTER FABRIC (PROVIDED BY CONTRACTOR)
- 13.8.6. PLACING AND COMPACTING BACKFILL  
DUMPING FOR BACKFILLING IS NOT ALLOWED ANY NEARER THAN 3'-0" FROM THE BRIDGE LEG.

THE FILL MUST BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE MAXIMUM DIFFERENCE IN THE SURFACE LEVELS OF THE FILL ON OPPOSITE SIDES OF THE BRIDGE MUST NOT EXCEED 2'-0".

THE FILL BEHIND WINGWALLS MUST BE PLACED AT THE SAME TIME AS THAT OF THE BRIDGE FILL. IT MUST BE PLACED IN PROGRESSIVELY PLACED HORIZONTAL LAYERS NOT EXCEEDING 8" PER LAYER.

THE BACKFILL OF ZONE B SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% OF THE STANDARD PROCTOR, AS REQUIRED BY AASHTO T-99.

SOIL WITHIN 1'-0" OF CONCRETE SURFACES SHALL BE HAND-COMPACTED. ELSEWHERE, USE OF ROLLERS IS ACCEPTABLE. IF VIBRATING ROLLER-COMPACTORS ARE USED, THEY SHALL NOT BE STARTED OR STOPPED WITHIN ZONE B AND THE VIBRATION FREQUENCY SHOULD BE AT LEAST 30 REVOLUTIONS PER SECOND.

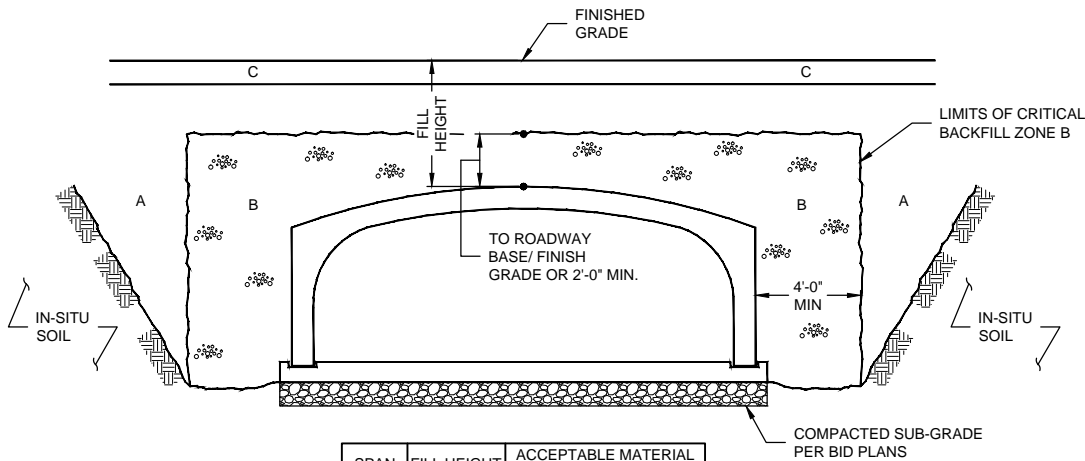
THE BACKFILL MATERIAL AND COMPACTING BEHIND WINGWALLS SHALL SATISFY THE CRITERIA FOR THE BRIDGE BACKFILL, ZONE B.

BACKFILL AGAINST A WATERPROOFED SURFACE SHALL BE PLACED CAREFULLY TO AVOID DAMAGE TO THE WATERPROOFING MATERIAL.

- 13.8.7. BRIDGE UNITS  
FOR FILL HEIGHTS OVER 12 FEET (AS MEASURED FROM TOP CROWN OF BRIDGE TO FINISHED GRADE), NO BACKFILLING MAY BEGIN UNTIL A BACKFILL COMPACTION TESTING PLAN HAS BEEN COORDINATED WITH AND APPROVED BY CONTECH® ENGINEERED SOLUTIONS.
- 13.8.8. WINGWALLS  
BACKFILL IN FRONT OF WINGWALLS SHALL BE CARRIED TO GROUND LINES SHOWN IN THE PLANS.
- 13.8.9. MONITORING  
THE CONTRACTOR SHALL CHECK SETTLEMENTS AND HORIZONTAL DISPLACEMENT OF FOUNDATION TO ENSURE THAT THEY ARE WITHIN THE ALLOWABLE LIMIT PROVIDED BY THE ENGINEER. THESE MEASUREMENTS SHOULD GIVE AN INDICATION OF THE SETTLEMENTS AND DEFORMATIONS ALONG THE LENGTH OF THE FOUNDATIONS.
- THE FIRST MEASUREMENT SHOULD TAKE PLACE AFTER THE ERECTION OF ALL PRECAST BRIDGE SYSTEM ELEMENTS, A SECOND AFTER COMPLETION OF BACKFILLING, AND A THIRD BEFORE OPENING OF THE BRIDGE TO TRAFFIC. FURTHER MEASUREMENTS MAY BE MADE ACCORDING TO LOCAL CONDITIONS.

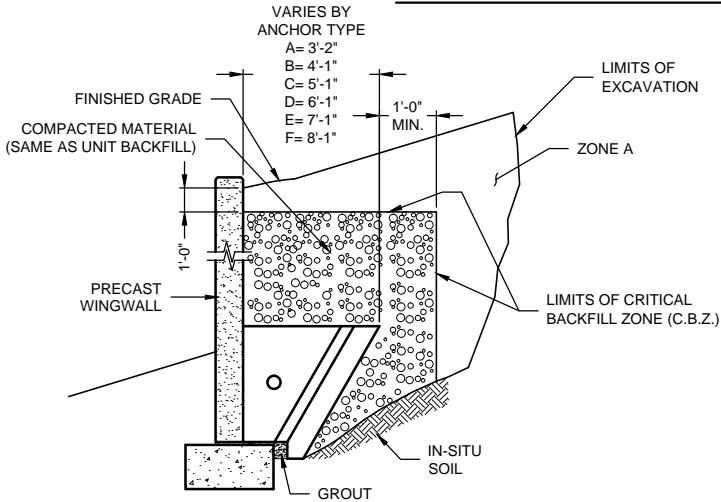
ACCEPTABLE SOILS FOR USE IN ZONE B BACKFILL

TYPICAL USCS MATERIALS	AASHTO GROUP	AASHTO SUBGROUP	PERCENT PASSING US SIEVE NO.			CHARACTER OF FRACTION PASSING NO. 40 SIEVE		SOIL DESCRIPTION
			#10	#40	#200	LIQUID LIMIT	PLASTICITY INDEX	
GW, GP, SP	A1	A-1a	50 MAX	30 MAX	15 MAX		6 MAX	LARGELY GRAVEL BUT CAN INCLUDE SAND AND FINES
GM, SW, SP, SM		A-1b		50 MAX	25 MAX		6 MAX	GRAVELLY SAND OR GRADED SAND, MAY INCLUDE FINES
GM, SM, ML, SP, GP	A2	A-2-4			35 MAX	40 MAX	10 MAX	SANDS, GRAVELS WITH LOW-PLASTICITY SILT FINES
SC, GC, GM		A-2-5			35 MAX	41 MIN	10 MAX	SANDS, GRAVELS WITH PLASTIC SILT FINES
SP, SM, SW	A3			51 MIN	10 MAX		NON-PLASTIC	FINE SANDS
ML, SM, SC	A4				36 MIN	40 MAX	10 MAX	LOW-COMPRESSIBLTY SILTS



SPAN	FILL HEIGHT	ACCEPTABLE MATERIAL INSIDE ZONE B
≤ 24'-0"	≥ 12'-0"	A1, A3
≤ 24'-0"	< 12'-0"	A1, A2, A3, A4
> 24'-0"	ALL	A1, A3

BACKFILL REQUIREMENTS



WALL BACKFILL REQUIREMENTS

**CONTECH**  
ENGINEERED SOLUTIONS LLC  
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DESIGNED: DM	DRAWN: MTJ	
CHECKED:	APPROVED:	
SHEET NO.:	10	OF 10